

[PRICE \$2½ PER MONTH]

NEW ADVERTISEMENTS.

NOTICE.

BERTLES Interested in Cargo being on board the *Saghatien* at the time of the collision, which took place on the 23d November last, are requested to Communicate with the undersigned in case they wish to Consolidate their Claims with that of the *Saghatien*.
 DE CHAMPEAUX,
 Agent.
 Hongkong, 6th Decr. 1886. 12770

LETTERS PATENT.
 THE MATTER OF THE PETITION OF SALLY ADOLF ROSENTHAL of Berlin, in the Empire of Germany, Engineer, FOR LETTERS PATENT for the exclusive use within the Colony of Hongkong of an Invention for "Improvements in pocket sewing Machines" for which HER MAJESTY'S ROYAL LETTERS PATENT were granted on the 17th day of the above named Month, 1886, to the said SALLY ADOLF ROSENTHAL.
 NOTICE IS HEREBY GIVEN that the said Petition, Specification, and Declaration in support hereof by Oath made No. 4 of 1886, is a true duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said SALLY ADOLF ROSENTHAL, by MARSHALL J. D. STEPHENS, his duly authorised Agent and Attorney to attend at the sitting of the Executive Council in the afternoon mentioned for Letters Patent for exclusive use within the said Colony of Hongkong of the above named Invention. AND NOTICE IS HEREBY ALSO GIVEN that a sitting of the Executive Council, before whom the matter of said Petition will come for decision, will be held in the Council Chamber at the Government Office, Victoria, Hongkong, on the 17th day of December, 1886, at 4 P.M.
 SALLY ADOLF ROSENTHAL,
 M. J. D. STEPHENS,
 His Agent and Attorney.
 18, Bank Buildings,
 Hongkong, 4th December, 1886. 12775

OCEAN STEAMSHIP COMPANY.
 FOR SHANGHAI VIA AMOY.
 Making Cargo and Passengers at through rates for CHEFOO, HANKOW, and Ports on the YANGTZEK.
 THE Company's Steamship
 "ULYSSES,"
 Captain HOGG, will be despatched as above on TUESDAY, the 6th instant, at Noon.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents,
 Hongkong, 6th December, 1886. 12719

HINDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SHANGHAI.
 Making Cargo and Passengers at through rates for CHEFOO, HANKOW, and Ports on the YANGTZEK.
 THE Company's Steamship
 "FOOKSANG,"
 Captain HOGG, will be despatched as above on TUESDAY, the 6th instant at THREE P.M.
 For Freight or Passage, apply to
 J. A. B. WATSON & Co.,
 General Managers.
 Hongkong, 4th December, 1886. 12767

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY, and FOCHOW.
 THE Company's Steamship

Captain Pocock, will be despatched for
 1st Regt. 100th MORGAN, the 3th

FOR Freight or Passage, apply to
DOUGLAS LA PRADRE & Co.
General Managers.
Hongkong, 8th December, 1886. [227]

FOR BANGKOK (DIRECT).
THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.
THE Company's Steamer
"CHINA."
Captain P. Hays, will be despatched as above
to MOE-MOW, the 7th inst., at the short
DAYLIGHT.
FOR Freight or Passage, apply to
YUEN FAT HONG,
Agent.
Hongkong, 4th December, 1886. [228]

FOR MANILA VIA AMOY.
THE Spanish Steamer
"DON JUAN."
Captain Marques, will be despatched as above
on WEDNESDAY the 6th inst. at ONE P.M.
FOR Freight or Passage, apply to
BRANDAO & Co.,
Agents.
-Hongkong, 6th December, 1886. [227]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, SYDNEY
MELBOURNE, VIA FOCHOW

THE Company's Steamship

"CHANGSHA."

J. G. Williams, Commander, will be despatched
above on **WEDNESDAY**, the 15th inst.,
at **FOUR P. M.**

Attention of Passengers is directed to the
superior Accommodation offered by this Steamship.
First-class Saloon and Cabins are situated fore-
ward of the Engine. Second Class Passengers
are accommodated in the Poop. A Refrigerat-
ing Chamber ensures the supply of Fresh
Provisions throughout the entire voyage.
A fully qualified Surgeon is carried.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th December, 1888. 12272

FOR SAN FRANCISCO.

THE 3/3 L. I. American Ship.

"HARVESTER."

Port, Master, will load here for the above
Tory, and will have quick despatch.
For Freight, apply to **RUSSELL & CO.**
Hongkong, 6th December, 1888. 12269

WANTED.

HOUSE at the Peak, 4 or 5 Rooms,
from April or May next.

Care of Daily Press O.
Hampden 2d December 1886

HONGKONG, on December, 1884.
 IN THE SUPREME COURT OF
 HONGKONG.
 IN BANKRUPTCY.
 In the MATTER of JAMES DANIEL
 WOODFORD, a Bankrupt.
 NOTICE is hereby given that a MEETING
 of the CREDITORS of JAMES DANIEL
 WOODFORD, who was adjudicated Bankrupt
 on the 7th February, 1884, will be held before
 ALFRED GABRIEL WISE, Acting Registrar of
 the Supreme Court, at Court House, Victo-
 ria, in the Colony of Hongkong, on FRIDAY,
 the 17th day of December, 1884, at 11 o'clock
 in the FORENOON precisely, for the pur-
 pose of receiving a Statement of the Estate of
 the Bankrupt and of declaring a Dividend.
 Dated this 4th December, 1884.
 ALFRED G. WISE,
 Acting Registrar.

only the man who brings the risk, and pays the premium thereon as the proper recipient of the bonus. The bonus system adopted by the Chinese offices is patent to all the world, and if in any case third parties are interested it is a matter that lies solely between them and their agents. In conclusion, I venture to submit to you, for the system set forth above, which gives the worker a fair share of his earnings, as opposed to the antiquated method of giving all to the mere capitalist, that the former is the system of the future, and that it is certain to prevail. This, in fact, is my complete reply to the "challenge" which, as your article states, has been offered in such a public and, I would add, unprecedented manner. The bonus system is the true one, and it will triumph in the end. "Magna est veritas et prevalebit." I am, Sir, your obedient servant.

"M. P. JONES,"
"Agent for the Union Insurance Society of Canton, (Limited)."

"Lloyd's, 27th October."
"Sir—Mr. Jones's letter, as well as your own editorial remarks, seems to raise the question of issue between the Chinese companies and the so-called 'capitalist' companies as to the proper system of distribution of the bonus. It is really not so. What private underwriters, as well as London companies, complain of is the temptation offered to agents or third parties, not only to choose their own premium in preference to all others, but also to pay them premium higher, often far higher, than those current elsewhere. You will, of course, reply that any principal can by an action brought against his agent, prevent the latter's contracting to insure (or, as it ought to be called, the return of premium) to himself, as well as any excess of rate. But it is remarkable how often the system has prevailed without any such coming before the law courts. What we desire is simply that the Chinese companies should pay no bonus to any one who has not proved himself to be the party who paid the premium.—Your obedient servant,"

"J. W. JAMESON,"
"20, Old Broad Street, Oct. 28."

"Sir—I am glad that Mr. Jones has taken up the challenge which was offered to the Chinese offices. He is so far from being a defender of the system, that he has probably made the best defence possible, and it is a pleasure to me to have so courteous an opponent, my only regret being that there should be any question of which he and I find it necessary to join direct issue. I do not propose to deal at any length with the comparison which he has instituted between the English and Chinese offices, nor do I think that his mode of doing it is likely to remove any of the tension already existing between them. He posits as a sort of Socialistic underwriter, and is hard upon the capitalist, but as a matter of fact the Chinese offices are capitalists as much as the English, as his own description of them shows. Of course, if they can command exceptional business of preferential rates they may be allowed to return some time in the future the additional or excess premium which they have so intrusted. It is possible that English underwriters, given the same conditions of things, would be equally liberal; in fact, they might be tempted to go a step further, and give back to the principal the whole of the premium. In your editorial remarks it was shown that these companies are really not upon a mutual basis, since responsibility is disassociated from profit, and without intending to give any offence, I should describe the system as a hybrid mutuality having in it the germs of possible irregularities. To real mutuality it would be difficult to attain, and, for as long as known, no one does it. If a man insure at 1 percent, and please to pay 1 1/2 percent, in the hope of receiving an eventual return greater than the excess of premium so paid, no one is entitled to object. But if a man, acting as agent for B, pays 1 1/2 percent, instead of 1 percent, in order to secure for himself the eventual return of premium, the excess is essentially different, because a certainty of a returnable body of one as the Chinese underwriters to pay in offset. "There is a return of premium; it belongs to one of you; decide between yourselves who it is to have." This dealing with third parties as principals gives English underwriters, as they think, legitimate cause for complaint against the Chinese offices. Your correspondent, Mr. J. W. Jameson, writes in the *Times* of 6th October, that the Chinese have been taken to task for the matter, and in view of the decision of "Williamson v. Barber" it is perhaps surprising that nothing has been done in this direction. We English underwriters contend that as the underwriting is done with the eventual return of premium, holds out an inducement to him to take all possible business to him, and we further contend that he may be so tempted to pay higher rates than those offered in the market, and thus to the detriment of B. This we decline to regard as legitimate competition, and we ask for nothing else than a fair field and no favour.—I am, your obedient servant."

"THE UNDERWRITER OF THE MARINE INSURANCE COMPANY, (LIMITED)."

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VESSELS ADVERTISED AS LOADING.

DESIGNATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, & VIA SUEZ CANAL	Rollita (str.)	W. Baratte	Hongkong	P. & O. S. N. Co.	To-morrow, at 4 P.M.
LONDON & VIA SUEZ CANAL	Glenageira (str.)	Paul	Hongkong	Jardine, Matheson & Co.	On or about 13th inst.
LONDON & VIA SUEZ CANAL	Cleopatra	Cleopatra	Hongkong	Jardine, Matheson & Co.	To-morrow, at 10 A.M.
LONDON & HAMBURG	Papa	Hanno	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON & HAMBURG	Colombus	Saxenroth	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON	Francis B. Fay	O. H. Pestagrove	Hongkong	Melchers & Co.	Quick despatch.
LONDON	Madison (str.)	Madison	Hongkong	Melchers & Co.	Quick despatch.
TRIPSTE, & HAMBURG, & SUEZ	Elektra (str.)	G. Baginski	Hongkong	O. Bochrach	To-morrow, at 10 A.M.
MARSHALLS VIA SAIGON, & BREMEN, & PORTS OF CALL	Ava (str.)	Vizant	Hongkong	Messageries Maritimes.	On 15th inst, at Noon
HAMBURG & BREMEN	Oder (str.)	Pfeiffer	Hongkong	Melchers & Co.	On 14th inst, at Noon
HAMBURG & BREMEN	Strindberg	Strindberg	Hongkong	Melchers & Co.	On 27th inst, at Noon
GENOA & LONDON	Thorvald Ragna	Weyse	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
HAMBURG & PORTS OF CALL	D. Baldano (str.)	G. Dodaro	Hongkong	Carlowitz & Co.	On or about 10th inst.
SAN FRANCISCO VIA YAPAH.	San Pablo (str.)	San Pablo	Hongkong	O. O. S. S. Co.	On 21st inst, at 3 P.M.
SAN FRANCISCO VIA YAPAH.	City of Peking (str.)	City of Peking	Hongkong	M. S. S. Co.	On 11th inst, at 3 P.M.
SAN FRANCISCO VIA YAPAH.	Thay	Thay	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Grandee	Evans	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Fred. P. Littlefield	Young	Hongkong	Stamson & Co.	Quick despatch.
PORT DARWIN, SYDNEY, & SUEZ	Changsha (str.)	J. G. Williams	Hongkong	Butterfield & Swire	On 11th inst, at 4 P.M.
YOKOHAMA VIA NAGASAKI, & YOKOHAMA AND KOBE	Thibot (str.)	Thibot	Hongkong	P. & O. S. N. Co.	On 10th inst, at Daylight
YOKOHAMA AND KOBE	Janna Watt (str.)	D. Petrio	Hongkong	Russell & Co.	To-day, at 3 P.M.
YOKOHAMA AND KOBE	Marionethia (str.)	Dinton	Hongkong	Adams, Hall & Co.	To-day, at 3 P.M.
YOKOHAMA AND KOBE	Ikura (str.)	Ikura	Hongkong	P. & O. S. N. Co.	On 11th inst, at 3 P.M.
YOKOHAMA AND KOBE	Adams (str.)	Adams	Hongkong	Butterfield & Swire	On 14th inst, at Noon
YOKOHAMA AND KOBE	Ulysses (str.)	Brennan	Hongkong	Butterfield & Swire	To-day, at Noon.
YOKOHAMA AND KOBE	Roofnang (str.)	Hogg	Hongkong	Jardine, Matheson & Co.	To-day, at 3 P.M.
YOKOHAMA AND KOBE	China (str.)	P. Hays	Hongkong	Yuan Fat Hong	To-morrow, at 3 A.M.
YOKOHAMA AND KOBE	China (str.)	China	Hongkong	Yuan Fat Hong	To-morrow, at Daylight
YOKOHAMA AND KOBE	Don Juan (str.)	Marquez	Hongkong	Brandao & Co.	On 8th inst, at Daylight
YOKOHAMA AND KOBE	Nama (str.)	Pecook	Hongkong	Douglas Laprak & Co.	To-morrow, Daylight

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship "WINGSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. Jardine, Matheson & Co.'s West Point Godowns, whence delivery may be obtained. Cargo remaining undelivered after the 5th December will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th November, 1886. [223]

STEAMSHIP "MELBOURNE."

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

NOTICE.

Consignees of Cargo from London, Antwerp, Havre, and Bordeaux, per S.S. "YORUBA," "ROMANUS," "PRESIDENT LEROY LALLIER," and "VILLE DE LILLE," in connection with the above Steamer, are hereby informed that their Goods are being landed at their risk into Messrs. Jardine, Matheson & Co.'s West Point Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, TO-DAY (MONDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 6th December, at Noon, will be subject to rent and to all charges at One Cent per package per diem.

All Claims must be sent in to me on or before the 8th December (WEDNESDAY), or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th November, 1886.

TO CONSIGNEES OF OPTIONAL CARGO EX S.S. CO'S S.S. "GLAUCUS."

FROM LONDON.

SHIPPING Orders must be obtained from the Undersigned, not later than the 7th inst., for shipment per steamer "ANCHISES," BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st December, 1886. [2200]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "GLAUCUS,"

are hereby notified that the Cargo is being discharged into Craft, landed at the Godowns of the Undersigned, in the order of the Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd inst.

Goods undelivered after the 9th inst., will be subject to rent and to all charges at One Cent per package per diem.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st December, 1886. [2200]

NETHERLANDS INDIA STEAM NAVIGATION COMPANY.

FROM SOERABAYA, SAMARANG, BATAVIA, SINGAPORE, AND SAIGON.

THE Company's Steamship

"DEVONHURST,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. Jardine, Matheson & Co.'s West Point Godowns, whence delivery may be obtained. Cargo remaining undelivered after the 8th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 1st December, 1886. [2247]

NORDEUTSCHER LOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP "ODER."

FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into Messrs. Jardine, Matheson & Co.'s West Point Godowns, whence delivery may be obtained. Cargo remaining undelivered after the 8th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 2nd December, 1886. [1495]

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. Jardine, Matheson & Co.'s West Point Godowns, whence delivery may be obtained. Cargo remaining undelivered after the 8th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd December, 1886. [2263]

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"JAMES WATT,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into Messrs. Jardine, Matheson & Co.'s West Point Godowns, whence delivery may be obtained. Cargo remaining undelivered after the 11th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd December, 1886. [2263]

THE TOURIST'S GUIDE.

REDUCED PRICE, \$1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Pinyin and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the CHINESE LANGUAGE, in two Parts.

The Daily Press Office.

THE CEYLON HAND-BOOK AND DIRECTORY.

THIS Volume, which forms a valuable Repository of Information regarding Ceylon and a General Handbook thereto, is widely circulated not only in the Island but throughout the British Empire.

It includes a complete list of all the Coffee, Coconut, Cinnamon, Tea, Sugar, and Cinchona plantations in the Island, with full particulars, also, of all the principal towns and villages, and a valuable body of Statistics, and much useful General Information. It is indispensable to all intelligent residents, or parties interested in the Colony.

Price of the Volume, 8 Rupees. Carriage to China (a big book) 1s. 11d.

Four Dollars will cover cost and postage to China, Straits, and India, or may be sent by "Daily Press" Office, Hongkong.

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INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
Is prepared to ACCEPT FIRST-CLASS RISKS at 1/4 net per Annum, and other Insurances at Current Rates.

AGENTS at all the Treaty Ports of China, Japan, and of Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTREY, Secretary.

Hongkong, 27th March, 1882. [744]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co., Agents.

Hongkong, 1st January, 1882. [114]

AMICABLE INSURANCE OFFICE, (OF CALCUTTA).

THE Undersigned are prepared to GRANT POLICIES on MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 27th September, 1886. [1852]

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (Subscribed), \$1,000,000.

BOARD OF DIRECTORS.

LAU SIN SANG, Esq., Chairman.

BAN HUP, Esq., Vice-Chairman.

CHAN LI CHOW, Esq., Secretary.

Q. HOI CHU, Esq., Secretary.

THE Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its branches.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

Hongkong, 14th March, 1881. [1781]

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on First-class Godowns at 1/4 per Cent Net premium per Annum.

NORTON & Co., Agents.

Hongkong, 29th May, 1881. [116]

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES on INSURANCE against FIRE at the following Rates:

On First-class European Tenements, at 1/4 Net per Annum.

On First-class Chinese Tenements, at 1/4 Net per Annum.

On Second-class Chinese Tenements, at 1/4 Net per Annum.

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